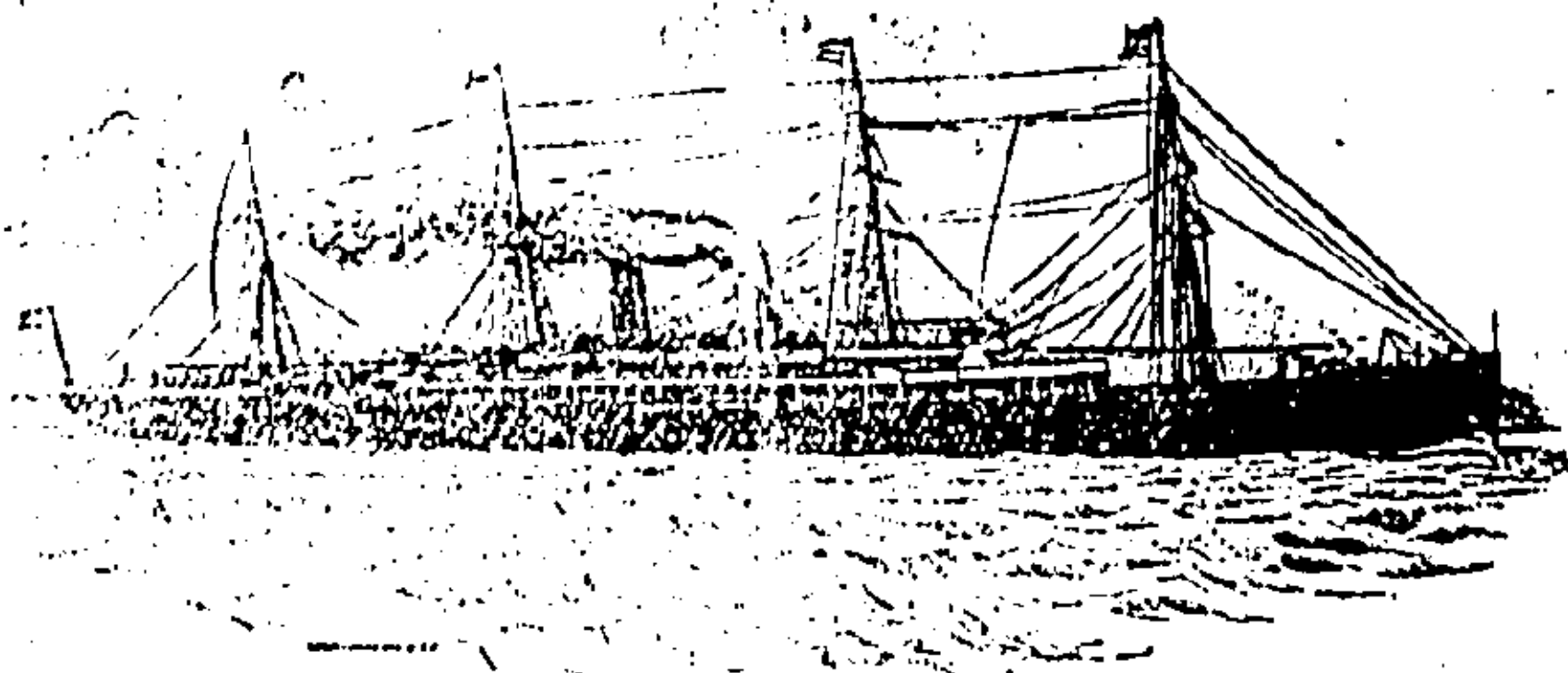


Mails.

U.S. MAIL LINES.



AMERICAN MAIL CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	TUESDAY, 16th June, at Noon.
"NIPPON MARU"	WEDNESDAY, 24th June, at Noon.
"SUNRISE"	THURSDAY, 7th July, at Noon.
"GO-EI"	THURSDAY, 11th July, at Noon.
"AMERICA MARU"	TUESDAY, 21st July, at Noon.
"KOREA"	TUESDAY, 28th July, at Noon.
"GABRIEL"	TUESDAY, 4th August, at Noon.
"HONGKONG MARU"	FRIDAY, 14th August, at Noon.
"CHINA"	SATURDAY, 22nd August, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

The O. & O. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, PANAMA, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 16th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first-class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to ports, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 10th June, 1903.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA"	6,000 Tons	WEDNESDAY, 14th June.
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 15th July.
"TARTAR"	4,125	WEDNESDAY, 22nd July.
"EMPRESS OF CHINA"	6,000	WEDNESDAY, 5th August.
"ATHENIAN"	3,882	WEDNESDAY, 12th August.
"EMPRESS OF INDIA"	6,000	WEDNESDAY, 26th August.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, "TARTAR" and "ATHENIAN" 14 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Padder's Street.

Hongkong, 13th March, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS	HAVRE AND HAMBURG.	SAILING DATES.	Freight and Passengers.
STRASSBURG	(Calling at SINGAPORE and PENANG.)	10th June.	Freight.
Madsen	HAVRE, BREMEN AND HAMBURG.	1st July.	Freight.
SUEVIA	(Calling at SINGAPORE and COLOMBO.)	15th July.	Freight.
NURNBERG	HAVRE AND HAMBURG.	15th July.	Freight.
Jaburg	(Calling at SINGAPORE and PENANG.)	29th July.	Freight and Passengers.
WURZBURG	HAVRE AND HAMBURG.	29th July.	Freight and Passengers.
v. Binzer	(Calling at SINGAPORE and COLOMBO.)	12th August.	Freight.
BADENIA	HAVRE AND HAMBURG.		
Rorden	(Calling at SINGAPORE and PENANG.)		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 5th June, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain H. D. Jones.
"POWAN"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,260 "	A. V. Dixon.
"HANKOW"	3,073 "	C. V. Lloyd.
"KINSHAN"	2,566 "	J. J. Lobus.

Departures from Hongkong to Canton daily at about 7 A.M., 10 A.M. and 6 P.M. except Saturdays at 7 A.M. and 10 A.M. and Sundays at 6 P.M. only.

Departures from Canton to Hongkong daily at about 8 A.M., 2 P.M. and 5.30 P.M. (Sundays excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons	Captain W. E. Clarke.
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Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. } Sunday Do. from Macao to Hongkong daily at about 7.30 A.M. } excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,19 tons	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING"	563 tons	Captain R. D. Thomas.
"SAINAM"	588 "	B. Branch.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.
Hongkong, 9th May, 1903.

Intimations.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. Net \$5.00 per Cask ex Factory.
In Bags of 250 lbs. Net \$3.00 per Bag ex Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 13th May, 1903.

WHAT IS



1st June, 1903.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS AND
GENERAL COMMISSION AGENTS.
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMERS PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 14th May, 1903.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.
PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—
SIEMSEN & CO.

Hongkong, 10th January, 1903.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS
AND WATCHMAKERS.

EASTMAN'S
KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

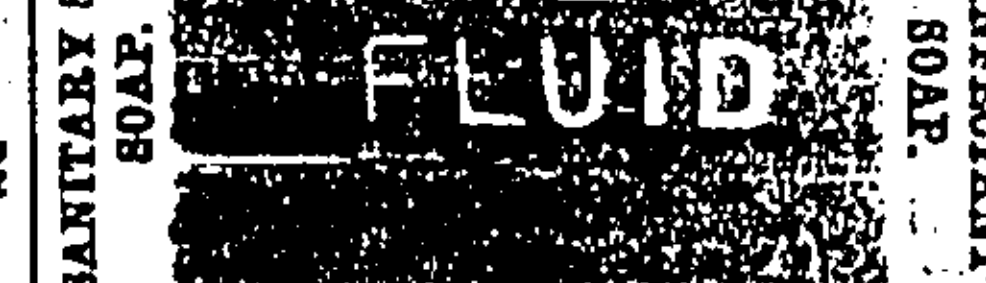
"OMEGA" is the best, "THREE YEARS
guarantee given to every purchaser."

20, QUEEN'S ROAD,
Watson's Building.

(40)

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 6th March, 1903.

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches
awarded the highest Prizes at every Exhibition;
and for Voigtlander and Sohn's

CELEBRATED OPERA GLASSES,
MARINE GLASSES AND SPYGLASSES,
No. 14 & 16, Queen's Road Central.

(19)

Intimations.

KENNEDY'S HORSE REPOSITORY,
CAUSEWAY BAY.

HAVE always on hand for hire Walers and
China Ponies suitable for hacks or
carriage work by day, week, or month.
Horses Bought and Sold on Commission.
G. W. GEGG,
Manager.

Telephone 64.
Hongkong, 19th May, 1903.

CHINESE AMERICAN COMMERCIAL
COMPANY.

司公美華

IMPORTERS, EXPORTERS AND
MANUFACTURERS.

THE Company's OFFICES are established
at Nos. 20 and 22, CONNAUGHT
ROAD opposite DOUGLAS PIKE.

Hongkong, 1st May, 1903.

WAI YUNG

PHOTOGRAPHER,
No. 1, D'AGUIAR STREET, HONGKONG.

HIGH CLASS PORTRAITURE IN ALL
STYLES, ENLARGEMENTS.

TERMS MODERATE.

Hongkong 19th December, 1902.

FURNITURE WAREHOUSE.

LI KWONG LOONG

CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a
FURNITURE STORE
at
No. 17, QUEEN'S ROAD.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Has been patronised by the Hongkong Club,
Hongkong Hotel, Messrs. A. S. Watson & Co.,
Ld., Joint Telegraphs Cos., and other leading
Establishments in the Colony, to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.

Messrs. A. S. Watson & Co. write as follows:—
"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ld.

ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 20th December, 1902.

TSU FAN

DENTIST.

PRICE MODERATE—CONSULTATION FREE.

Next to the Hongkong Dispensary,
50, Queen's Road, Central.

Hongkong, 28th November, 1902.

(1299c)

Relieves the scal-

ding pain at once

and

CURES

all discharges from

the genito-

urinary or-

gans in either

sex in

48 HOURS

Santal-Midy

is a specific

for

Cystitis

and causes

no inconveniences.

Beware of imitations

Each day Capsule

bears the name

8, RUE VIVIENNE, PARIS

(19)

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 80.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 506; General, No. 378.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573c]

JUST RECEIVED SHIPMENT

H. J. HEINZ & CO'S
CELEBRATED

PICKLES AND PRESERVES AND THEIR OTHER

57

"GOOD THINGS"

KNOWN ALL THE WORLD OVER.
UNEQUALLED FOR TASTE AND QUALITY.

HEINZ'S SWEET PICKLES }
HEINZ'S APPLE BUTTER } cannot be surpassed.
HEINZ'S BAKED BEANS }

TRY HEINZ'S AND YOU WILL HAVE NO OTHER.

CAN BE OBTAINED AT YOUR GROCERS.

DANG CHEE SON & CO.,

SOLE AGENTS, SOUTH CHINA
(Wholesale dealers only).

Hongkong, 4th May, 1903.

[553c]

HOTEL CRAIGIEBURN,

PUNNETT'S GAP, THE PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

(1)

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL

OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

THE CAUSE OF KAKKE AND
PLAGUE.

With reference to an article in a recent issue of the *Kobe Chronicle* on the cause of the Japanese disease, kakke, a correspondent, who signs himself "A theorist," writes to say that he has long been convinced that both kakke and plague are diseases closely connected with the condition of the grain used as food. Curiously enough, on the day our article on the subject appeared, the correspondent (a local resident) had just sent a letter on a similar subject to a Calcutta paper, which is now forwarded to us as a matter of interest, and from which we have pleasure in quoting as follows:—

"I have long been convinced that plague is directly connected with grain food, and after reading articles in the *Quarterly Review* on 'The Plague' in No. 888, dated October 1901, and on 'Plague and its Discoveries' in No. 366, dated April 1901, I feel certain that plague in a few words is a product of ferment in the food of animals. Further, that if not actually set up by the consumption of bad grain (in rats especially), it attacks nine-eighths persons and animals eating bad grain and is without doubt the most easily propagated in the bodies of graminivorous people and animals.

"It is not a fact that the worst outbreaks of plague occur amongst people too poor to buy any but the lowest quality of grain food, and unable to purchase the usual accessories which the laws of nature have decreed should be eaten with grain food (generally salted things of one sort or another)?

"In Japan, heretofore, to my mind a kindred disease to plague, is pretty well accepted to be a rice-food disease and has been practically stamped out of the Army and Navy by a change of diet; also in the Straits last year an increase in beri-beri amongst the lower classes was ascribed by a leading medical authority there to the consumption of imported rice (doubtless more or less damaged in transit). In the article in the *Quarterly Review* referred to, the plague in Bombay is stated to have first broken out and for a time to have been almost confined to the Mandvi quarter, 'a crowded and insanitary district lying alongside the harbour, full of large granaries where ships discharge their grain,' and I would suggest that the virulence of plague in Bombay and the comparative immunity of Calcutta may be from the fact that the former is more of an import depot for rice. The article further states: 'The connection of rats with plague is so general as to be evidential. It is found on examination that the disease they die of is actually plague, and that their bodies are swarming with plague bacilli. They have been found dead in warehouses—especially granaries.'

"I would suggest that the crusade against rats should be specially directed against graminivores—I do not approve of a wholesale stamping out of this scavenging species, and that, whenever plague bacilli be found in the bodies of rats their source of food should be traced as far as possible.

"As regards the prevention of plague epidemics and all disease amongst people, the first and foremost is to provide them with sufficient sound food to sustain life. What is the use of clean surroundings if the animal is allowed or even forced to eat foul food, especially food in a more or less advanced stage of fermentation?

"I would have the storage and sale of grain foods supervised with the object of allowing only sound grain to be used for food, and the consumption of salt (pure or in the form of salt fish, &c.) should be encouraged amongst graminivorous people.

"The reason that Ceylon has been free from plague and also the tea plantations in India I ascribe in some degree to the fact that the rice for the estates is kept up to a good standard under terms of the labour contracts."

The correspondent also says, that if the experiments on rice food referred to in our article are continued he would suggest that in relation to them the theory that the diseases of kakke and plague may be processes of fermentation might be borne in mind with advantage. In the issue of *Harper's Magazine* for April he noticed in an article on "Physiological Immunity" the words, "It was I for a French chemist, Louis Pasteur, to reveal that disease is essentially a fermentation."

Finally the correspondent ventures to differ from the learned Tokyo doctor's opinion that "the change of diet has had no direct influence in ridding the Japanese Navy of kakke." To his mind the change of diet simply gave the germs a less congenial soil to develop in.

ENTERIC FEVER AND COLD-
WATER BATHS.

Captain Primrose, I.M.S., tells in the *Indian Medical Gazette* how lives can be saved in cases of fever by the free use of the cold-water bath. He shows how, in almost all cases of fever, relief can be obtained and the temperature lowered without danger by pouring water, first tepid and then colder and colder, out of a jug over the patient as he lies on a common string charpoy, ice being, when necessary, put into the water to make it cold enough. In his own case, when he was down with enteric in Burma, it was used with great success and without hesitation whenever his temperature reached 102°. Many lives, he considers, which might otherwise be saved are lost on account of its not being generally known how easy of application is this method of treatment. The occurrence of shivering will show, at once, if it is overdone. It is said to be an ascertained fact that the use of cold water bathing has reduced the mortality in enteric cases at least fifty per cent.

ASK FOR ASAHI JAPANESE BEER—
G. G. Gault.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW
(SATURDAY), the 13th June, 1903,
at 2.30 P.M.,
at their
SALES ROOMS, No. 8, Des Voeux Road,
Corner of Ice House Street,
A QUANTITY OF
MADE-UP WHITE and FLANNEL
CLOTHING, WHITE and COLOURED
SHIRTS, BOOTS, SHOES and HATS,
&c., &c.,
TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 11th June, 1903. [692e]

Consignees.

THE PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "INDRASAMHA,"
FROM PORTLAND (ORA) YOKOHAMA,
KOBE AND MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature and to take immediate delivery of their goods from alongside.
Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON,
General Agent.
Hongkong, 6th June, 1903. [1266c]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBROUGH, ANTWERP,
LONDON AND STRAITS.

THE Steamship
"GLENLOCHY,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
Goods not cleared by the 15th inst. will be subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.
MCGREGOR BROS. & GOW.
Hongkong, 8th June 1903. [679]

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA UEZ CANAL.

THE Company's Steamship
"INDRAWADI,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.
Goods not cleared by the 15th instant, at 10 A.M., will be subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.
JARDINE, MATHIESON & Co.,
Agents.
Hongkong, 8th June, 1903. [681c]

OCCIDENTAL AND ORIENTAL STEAM-
SHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship
"DORIC,"
are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed in our Godowns Nos. 1 and 2, at Kennedy Town, (Marine Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.
Goods remaining unclaimed after the 15th instant will be subject to rent.
All Claims must be sent in to me on or before the 18th instant or they will not be recognised.
No Fire Insurance has been effected.
E. W. TILDEN,
Agent.
Hongkong, 8th June, 1903. [1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM ANTWERP, LONDON, PORT SAID,
SUZEE AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M., TO-MORROW.
Goods not cleared by the 18th instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.
All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.
No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 11th June, 1903. [4]

ASK FOR ASAHI JAPANESE BEER—
O. Gault.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"MASSILIA,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *Oceana*.
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 11th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 4th June, 1903. [4]

Entertainments.

VICTORIA RECREATION CLUB.

THE ANNUAL GENERAL MEETING
will be held in the CLUB GYMNASIUM,
Kowloon, on THURSDAY, the 18th instant,
at 5.45 P.M.

FRANK W. WHITE,
Hon. Secretary.
Hongkong, 11th June, 1903. [690c]

GOVERNMENT NOTICE.

IT is hereby notified that the SALE of
POSTAGE STAMPS at the STAMP
OFFICE will be DISCONTINUED after the
30th instant.
All such STAMPS for REVENUE purposes
can be obtained at the GENERAL POST OFFICE.
A. M. THOMSON,
Collector of Stamp Revenue.
Hongkong, 11th June, 1903. [693c]

THE
ROBINSON
PIANO
Co., Ltd.

END OF HIRING SEASON.

SECONDHAND Pianos to be Cleared
out at the undemoted low prices.

GUARANTEED in excellent condition.

ORIGINAL PRICES \$450 to \$1,400.

WERNER \$400
NEEDHAM 380
DORNER 375
ROINSCH 400
SCHIEDMEYER 250
BORD 280
RACHALS (SEMI-GRAND) 700
H. & MULLER " " 350

and others of our own make at varying low prices.

Our Stock of SMALL INSTRUMENTS
and MUSIC is also being sold at greatly
reduced prices at this season preparatory to
our fresh stocks coming to hand.

Hongkong, 22nd May, 1903. [415c]

WHAT IS

Kabuto
1st June, 1903. [650c]

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the *Hongkong Telegraph* and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.
THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 14th January, 1904.

Entertainment.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China

Also widely circulated in Japan, Coochin
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of matters
of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively displaying
advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week \$ 2.50
One month 7.50
Two months 13.00
Three " 20.00
Six " 37.50
Twelve " 73.00
No charge less than one dollar.
Discount allowed on—
3 Months Contracts 5 per cent.
6 " 10 " "
12 " 25 " "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
\$1 each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the *Hongkong Telegraph* Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES,

PAMPHLETS,

CARDS,

CIRCULARS,

EXPRESSES.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH
OFFICE.

application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LTD.
1, Ice House Road,
Hongkong.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SADO MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY, 13th June, at Daylight.
DUMONT MARU	DUMONT, VIA SINGAPORE and COLOMBO	TUESDAY, 16th June, at Noon.
SHINANO MARU	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 16th June, at 4 P.M.
YAWATA MARU	NAGASAKI, KOBE and YOKOHAMA	WEDNESDAY, 17th June, at Noon.
SAZUKI MARU	KOBE and YOKOHAMA	FRIDAY, 19th June, at Daylight.
KUMANO MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 19th June, at 4 P.M.
KINSHU MARU	KOBE	THURSDAY, 25th June, at Noon.

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

T. S. TAKAYANAGI
Acting Manager.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 16th June, 1903,
at 8 A.M., the Company's Steamship
"OCEANIC," Captain Guignes, with Mails,
Passengers, Specie and Cargo, will leave
this Port for MARSEILLES, via BOMBAY.
This Steamer connects at COLOMBO with
the s.s. *Australien*, which vessel takes on her
Passengers and Mails leaving that Port on the
28th June, 1903, Direct to Suez, Port Said and
Marseilles.

Cargo and Specie will be registered for London
as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon
only on MONDAY, the 15th June, on the same
day. No Cargo will be received on board on
TUESDAY.

Parcels are not to be sent on board, they
must be left at the Agency's Office. Contents
and Value of Packages are required.
For further Particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, 2nd June, 1903. [1004c]

NORTHERN PACIFIC STEAMSHIP
COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,
VIA
SHANGHAI, INLAND SEA OF JAPAN,
KOBE AND YOKOHAMA,
FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY
COMPANY.

Steamers.	Tons.	Captains.	1903.
<i>Olympia</i>	2,837	J. Truebridge	June 24
<i>Tacoma</i>	9,666	T. W. Garlick	June 30
<i>Tacoma</i>	2,812	A. Dixon	July 6
<i>Victoria</i>	3,502	J. Pantou	Aug. 3

Steamers marked (*) have no passenger
accommodation.

The attention of passengers is directed to
the very cheap rates offered by this line to the
Pacific Coast and to the Interior and Eastern
Cities of the United States and to Europe.

Special rates allowed to members of Govern-
ment Services.

Through Bills of Lading issued to Pacific
Coast Ports and to the Principal Cities in the
United States and Canada.

For further Information as to Freight or
Passage, apply to

DODWELL & CO., LIMITED,
General Agents.
Hongkong, 3rd June, 1903. [1874c]

Hotel.

KING EDWARD
HOTEL.

A HIGH CLASS PRIVATE HOTEL

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table d'Hotel at Separate Tables.

For Terms, &c., apply to the
MANAGER.
Hongkong, 23rd October, 1902. [1116c]

CHINA COMMERCIAL STEAMSHIP
COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI, KOBE, MANZANILLO,
MEXICO & SAN FRANCISCO.

THE Steamship

"CLAVERING,"
Captain Barton, will be despatched for the
above Ports on THURSDAY, the 18th instant,
at Noon.

For Freight, apply at the Company's Office,
35, Queen's Road Central, 2nd Floor.
J. S. VAN HUREN,
Superintendent.
Hongkong, 9th June, 1903. [436c]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
FRANK, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.

THE Steamship

"CHUSAN,"
Captain W. W. Cooke, carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 20th instant,
at Noon, taking Passengers and Cargo for the
above Ports.

Silk and Valuables, all Cargo for Franco,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
and Bombay with Transhipment.

Parcels will be received at the Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 6th June, 1903. [14]

To be Let.

TO LET.

A GODOWN, No. 1, MASONS LANE. Rent
Moderate.
DAVID SASSOON & CO., LTD.
Hongkong, 11th June, 1903. [691c]

TO LET.

HOUSES in LEIGHTON HILL ROAD.

FLATS in MORETON TERRACE, CAUSE-
WAY BAY, facing the Polo Ground.
GODOWNS at BOWINGTON, Praya East,
No. 2, RIFON TERRACE in Flats.

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 6th June, 1903. [209c]

GODOWNS TO LET.

PRAYA EAST, Spacious, Two-storied and
Single-storied Godowns. Suitable for
Yarn or Coals. Also Land for Coal Storage.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 30th

Intimations.



A. S. WATSON & CO.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

	Per Case	Per Bottle
ST. ESTEPHE	8.00	9.00
ST. JULIEN	10.00	11.00
LA ROSE	13.50	14.50
CHATEAU HAUT		
BRION LARRIVET	20.00	22.00
CHATEAU MOUTON		
CHATEAU PONT	24.00	26.00
CANET	28.00	
CHATEAU LA TOUR		
CANET	33.00	
CHATEAU RAUZAN	48.00	
CHATEAU LAFITE	54.00	

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

CHATEAU LA TOUR CANET,
CHATEAU RAUZAN AND
CHATEAU LAFITE

are recommended to the notice of Connoisseurs as high-class after-dinner wines.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & Co.,
LIMITED.

THE HONGKONG DISPENSARY.

TELEPHONE NO. 156.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,

祥利廣

17A, QUEEN'S ROAD.

FURNITURE DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES,
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN FOR AMATEURS.
GOOD WORK.

PROMPT RETURN.

Hongkong, 8th July, 1902.

CARMICHAEL AND CLARKE,

CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.

A. 1 Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

NOTICE.
All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Lee Hing Road, and should be accompanied by the Writer's Name and Address.
The Editor will not be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
WEEKLY—\$12 per annum.
The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.50 per quarter is charged for postage. The postage on the weekly issue is for any part of the world \$1.50 per quarter.
Single Copies: Daily, ten cents; Weekly, twenty-five cents.

MARRIAGE.

On 2nd June, at St. Andrew's Cathedral, Singapore, R. REGINALD AUGUSTUS, younger son of the late Rev. G. A. Odde, of Aston, Herts., to Gertrude Constance, eldest daughter of H. G. YZELMAN, of Johore.

The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 12, 1903.

LOCAL AND GENERAL.

THE brother of the Sultan of Morocco has been poisoned.

Mr. W. H. Frizell has been elected chairman, and W. H. Shefford, deputy chairman, of the Singapore Chamber of Commerce.

A SUNKEN reef with 5 feet of water on it at low tide has been discovered near the Kanabue buoy, northern entrance of Shimonoseki Strait.

LeMunyon will have another grand opening Day and a Souvenir day as well; watch the date.—Advt.

THE Tanjong Pinang Ice Company's factory at Penang is now completed and in working order. This makes the third ice installation there. The plant is capable of producing twenty tons of ice daily.

ON the 29th ult. a collision occurred between the Penang-owned steamers *Suee Lok* and *Chay Tai* off Pulau Lankawi. The *Suee Lok* sank, and some 19 out of her 45 passengers are reported to have been drowned.

FREEMASONS will be interested to learn that a complete history of Freemasonry in Penang and the Straits Settlements is in course of preparation by some gentlemen who are especially qualified to undertake the work, says the *Straits Echo*.

ON the last trip of the s.s. *Mekong* from Saigon to Bangkok, a serious accident happened to her boiler, the furnaces having collapsed. She was, at latest advices, in the hands of the Bangkok Dock Company and her departure for Saigon has been delayed till the repairs are effected.

Le Courier Saigonais states that the Messageries Fluviales de Cochinchine have under construction in French dockyard four ships. Three of them will have a tonnage of 5,200 and will cost 3,070,080 francs each; the fourth will be a ship of 6,300 tons, which will cost 5,719,520 francs.

Don't forget the chits for they will not go LeMunyon.—Advt.

A marriage has been arranged between Mr. Reginald George Watson, Acting Secretary to the Government of Perak, and Miss Sydney Presgrave, only daughter of Mrs Presgrave, formerly of Singapore. The marriage, however, will not take place for about two years owing to the youth of the fiancée.

JUTE cultivation has been taken in hand to some purpose in Tonquin by M. Duchemin. The Governor-General has just visited his plantations. H.E. is reported to be highly pleased with what he saw, especially with the signs that the cultivation of the fibre there is likely to spread very considerably.

THE annual Army report shows that the normal establishment in January was 936,450 men and the actual strength 747,719. The regulars showed an excess of 40,275. Of the deficiency, 47,135 were in the army reserve; 23,169 in the militia; 50,000 in the unformed militia reserve; and 95,460 in the volunteers. It is noteworthy that a recent report shows the deficiency in the reserves on the 1st May at only 16,000.

THE proposed railway from Tonquin into Yunnan has advanced another stage towards realization. The route traced at first proved to be impracticable and a new one has just been marked out which promises easier gradients and is much shorter. M. Beau, the Governor-General, has approved of the new plan, and it has been sent on to Paris to be laid before the French Government. Now that the survey work is over, a great many Chinese coolies engaged in it are out of employment. It is feared that want of work will drive them to crime.

MESSRS. Skinner and Noyes, the Transvaal Commission to inquire into the question of Chinese labour, have arrived in Singapore and will go up to the Native States in the course of a week. Their tour so far has been very successful. It will be the shaft and stone mining at Raub that will most nearly resemble the mining conditions in South Africa, says the Singapore *Free Press*, but from the alluvial tin mines they will be able to determine the power of the Chinese miner to move so much cubic bulk of earth per day—a valuable factor in considering the relative values and cost of Kaffir and Chinese labour.

We shall have a Souvenir Day soon, but you will have to pay us a personal visit as no chits will go. LeMunyon.—Advt.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

Now look out for LeMunyon's new store ad! It is a beauty.—Advt.

THE breech of a Krupp gun burst on the battleship *Shinyuen* during gun practice on the 27th ult., and several men were injured, one of whom died.

A FIRE broke out among some Bombay cotton in Mitsui Co.'s godowns at Kobe on the 29th ult., doing damage to the extent of about ¥10,000, covered in the Yokokama Insurance Co.

THE *Japan Times* has been enlarged by the addition of one column in each page and two inches to each column, which is equivalent to an addition of 16 columns to the paper.

OVER thirty people were killed by a cloud bursting at Spartenburg on June 7. The place has a population of nearly thirty thousand on the line of the Southern Railway, U.S.A.

THE Russian Superintendent of Customs at Newchwang has prohibited foreigners who are not in possession of a health certificate signed by a Russian doctor from landing at Newchwang.

AN Imperial Decree, dated 6th inst., says Ching Yili, Provincial Judge-designate of Kwangtung, is commanded to proceed with all haste to his post and is excused from coming up to Peking for Imperial audience.

A SERIOUS epidemic of yellow fever is sweeping over Yucatan. All the cities are afflicted and the daily deaths run up into the hundreds. The population in many cities is panic stricken and business is at a standstill.

THE Rev. Thomas Hendrick has been appointed Archbishop for Manila in succession to Archbishop Montgomery, who declined on the grounds that he had been with his diocese for so many years that he thought he would accomplish more by staying where he was.

A N. C. D. News correspondent hears that plans are now on foot for the erection of a hotel on the North Saddle. He says that if one is built it is almost certain to be a success, for good bathing and a mild temperature are things which the busy Shanghai workers will find it impossible to resist.

FROM the Hongkong Studio we have received a most excellent photograph of the bridal party taken at Government House last Monday. The portraits are exceptionally clear, and should prove one of the best mementoes of the occasion. Copies can be obtained from the Studio at 41 and 43 Queen's Road Central.

THE *Cablenews* prints a cable of the 6th inst. from New York stating that the Marquis of Salisbury is seriously ill from a sickness resembling Bright's disease. The aged Marquis has been failing for some time past. His trouble has been attributed to advancing age. Of late more acute symptoms have manifested themselves and the attending physicians have grave fears for the distinguished patient's recovery.

THE Hongkong correspondent of the N. C. D. News fancies that, in his scheme for a bridge to Kowloon, the Harbour Master counts on the abolition of the ferry boats, and therein makes a mistake, for the average Chinese coolie would rather pay a cent and get carried across than pay a cent and get over a bridge of a mile in length on shanks' pony. However, there is room for a bridge, too, he adds, and it may one day be erected.

CABLE advices from London to New York, dated June 6th, which have been printed in the *Cablenews* bring word that Oxford University is bankrupt. The ancient institution has suffered much in late years by the failure of its former sources of revenue. The endowments left by wealthy deceased sons have fallen off appreciably and the prestige of the institution has waned greatly in the face of the practical trend of the age and the decline of pure scholasticism.

THERE has just been launched on the river Wear an extraordinary steamer built for the trade between the Baltic and Rotterdam. She has fourteen masts in two lines on each side of the hatches, and a total of 24 derricks, which can all be worked at once. The holds go straight down without any 'tween decks, and each derrick has to work half a hold. In this way it is estimated she will be able to unload her 10,300 tons cargo in 30 hours. She draws 22 ft. 8 in. loaded, steams at 10 knots, and can put on a fair amount of sail.

THE Hankow Cask Company, Limited, has just been registered under the Hongkong Ordinance, and is expected to be in full working order by Dec. mber. The initial capital, in shares of £15 100, has been taken up privately, but if the company is a success the public will be invited to take up shares. The N. C. D. News says it will be the object of the company to supply reliable casks, a much-needed requisite at Hankow, and the wood, imported from Europe, is to be made into casks under the immediate superintendence of a gentleman who for some time has been manager of one of the largest cask factories in France.

SOME surprise and discontent have aroused, says the *Peking Gazette*, among the police there by the promulgation of an order from Singapore that all members of the Straits Police below the rank of Assistant Superintendent will henceforth travel over sea by second class passage in the Japanese mail steamers, instead of by second class P. and O., as was formerly the case when going home on leave and returning, etc. Of course, this means a considerable saving, financially, to the Government, but the police complain that the acme of comfort cannot be obtained in the second saloons of the Japanese boats, not by a long way.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

A STOCK company has been organized at Peking for the purpose of building a cigarette factory. Several wealthy Chinese are behind the movement.

NEWS has been received of a terrific earthquake in the vilayet of Van in Asia Minor. Two thousand people were killed, including the garrison.

H. E. TSEN Ch'ui-hsuen, Viceroy-designate of the Two Kwang provinces, left Hankow for the South via Chongking on Saturday afternoon, the 6th inst.

Four of our freshly painted and tinted and in first class condition to rent. Inquire at C. E. LeMunyon, New Store, 31, Des Vieux Road. P. O. Box 368.—Advt.

ACCORDING to a New York cable, dated 7th inst., Pope Leo XIII is said to be suffering from acute intestinal inflammation, and it is the opinion of the physicians that the trouble is cancer of the intestines. He is growing weaker, and it is thought that the end is near.

THE Robinson Piano Company, Limited, kindly inform us that they have received a communication from the Pollard English Comedy Co., with a splendid repertoire of the latest successes, now in Manila, stating that they expect to be in Hongkong early in August. We referred, several days ago, to the intended visit of this company.

THE *Telegraph* Mail Supplement will be published early to-morrow morning and will contain a full account of the marriage of Miss Blake with Capt. Arbuthnot. Those who have been unable to obtain copies of the *Hongkong Telegraph* of 8th inst. should bear this in mind, while others should note that the report has been carefully revised and extended.

It is reported that Yunnan merchants in Shanghai and in the other ports have received telegrams from their people in Yunnan to delay sending goods to the province, owing to the insurrection of Linsangfu having spread towards Mengtze.—The P. & O. Times says the telegraphic department of the Waiwupai has been warned to be very careful, as matters in Yunnan and Kwangsi are growing more and more serious.

By kind permission of Major Radcliff and Officers of the Band of the 33rd Burma Infantry will play at the Hongkong Hotel to-morrow (Saturday) from 8 to 9.30 p.m.

PROGRAMME.
March—Sweet Bird Song from the Cape.
The Star of the South.
The Star of the South.
The Star of the South.
The Star of the South.
The Star of the South.
The Star of the South.
The Star of the South.

"TRUTH without fear" is the keynote of the *Telegraph* which was launched by some old *Telegraph* hands at Penang on Whit Monday. Mr. Chesney Duncan, who piloted this Monday some years ago, is editor. Mr. T. C. Swaby, one of our most energetic reporters, recently migrated south, is manager, while a journalist from the North does the "subbing." It will endeavour to create, foster and expand a healthy, free, and independent public opinion. Among other matters in the first number, including a host of wires, is an article on "Educational Affairs in the Straits" and "Penang and her cooling facilities." There is also a "beauty competition," with coupon voting for the "handsomest man in Penang and the F.M.S." a prize of \$100, half of which must be presented to some deserving local charity, for whoever secures most votes. The *Echo* has secured ordinary and special cable services and a staff of correspondents which will ensure a regular supply of news from all parts of the world. We wish our new contemporary every success.

ACCORDING to the Foochow *Echo* there was a gathering of 100,000 Chinese on the 27th ult., to witness the self-burning of a fairly well-to-do widow who had lost her son's two wives and finally her son. With a firm step she ascended the platform she had had erected with the necessary beam. She briefly addressed the multitude around her, and after drinking a cup of wine commenced to adjust the rope. The long protecting silver pins in her hair interfered with the first attempt to fit it round her neck, and something going wrong with the second attempt the magistrates who were present ordered the soldiers to stay proceedings. The woman was very angry and threw the wine cups and fans, handy on a small table by her, at the soldiery. An attempt was made by a native woman who had ascended the platform to induce the would-be suicide to descend, but it was no use, and it was only through the kind offices of the lady sisters of the Foochow Native Hospital, previously known to her, that she could be got down. The magistrates ordered her into a chair and she was sent home.

THE Straits Times thus remarks on Mr. Huttenbach's view on the currency question, as set forth in *extenso* in these columns last week.—They may not be those of the majority of the community, but they are worthy of the consideration of everybody interested in the all-important matter of the Straits dollar. The point touched upon that most vitally concerns the man in the street is the fact that our dollar to-day is worth a halfpenny more than a Hongkong dollar, and its value is liable to increase rather than depreciate. It is doubtless wise on the part of the Colonial Treasurer to suppress—as he has been doing of late—the note issue of the Colony. Pending a rise in the value of the dollar, such a policy is, from his point of view, commendable. The same may be said of the banks, and their note issues. The latter, however, are private corporations working for their own gain. The Government is theoretically, if not in fact, the servant of the people. Its action in hampering the convenience of the commercial community by withdrawing its note issue at this juncture is open to criticism.

AMONG several exceedingly interesting experiments carried out during the year at the Royal Botanic Gardens, Peradenya, Ceylon, one was as to the dispersal of seeds of flowering plants. For this purpose an island was formed in a lake entirely from the mud which had been for many years under water. A few plants have grown on the island, and it is intended to examine the flora of the place each year and record the occurrence of new plants with remarks as to the method of dispersal of their seed. This may be described as "vegetable colonisation."

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

EMPLOYERS AND SERVANTS.

IMPORTANT JUDGMENT.

An interesting case has been engaging the attention of Mr. F. A. Hazeland, at the Police Court, for some time past. Mr. R. G. Heckford, manager of Messrs. Wm. Powell, Ltd., Queen's Road, summoned Ng Kai, the firm's No. 1 tailor, on the following charges:—(1) disobeying the dressmaker's instructions; (2) disregarding the hours of the firm; (3) not executing orders within a reasonable time when work was handed over to the defendant to perform; (4) insolence to the dressmaker by not answering when spoken to; (5) inattention to instructions; (6) falling back on the fact that he did not answer after he was told that he had not performed the work properly; (7) spoiling goods, especially light material, placed in his hands for making up; and (8) filthy and dirty condition of the sewing machines.

This is the first case brought under Section 12 of the Employers' and Servants' Ordinance, No. 45 of 1902, and is of considerable importance to employers in the Colony. To the charges the defendant, who was represented by Mr. M. W. Slade, barrister-at-law, pleaded not guilty. Mr. M. J. D. Stephens, solicitor, prosecuted on behalf of the complainant. On the 3rd inst. evidence was given and after hearing a legal argument as to whether the case was governed by the Ordinance, Mr. Hazeland said he would adjourn the summons *sine die* and give a written decision.

The decision was given this morning. His Worship said:—The defendant Ng Kai was summoned before me by R. G. Heckford, manager of Messrs. William Powell, Limited, on eight charges under Section 12 of the Employers' and Servants' Ordinance, 1902. There was a written contract between the parties which is as follows:—This agreement witnesseth that I, Ng Kai, otherwise—, do hereby agree with Messrs. William Powell, Limited, retail merchants of Hongkong, as follows:—For the sum of twenty-five dollars per month for the first six months, twenty-eight dollars per month for the following six months, thirty-two dollars per month for the next twelve months, and thirty-six dollars per month for the next twelve months, and such amounts as William Powell, Limited, shall pay for the making up of garments by myself and the workmen I engage, I agree to execute in first-class style and workmanship all making-up orders taken by the said firm or its representatives, and keep the times of contracts made by them, and hold myself responsible for the good condition of machines and sundries used by myself and my workmen. I also hold myself responsible for the honesty of my employees, and will make good any losses that may occur through their dishonesty, bad workmanship, or other causes. On these conditions only Messrs. William Powell, Limited, agree to engage me, and I do hereby further agree that I will not leave the employ of the said William Powell, Limited, within three years of the twenty-fourth day of October, in the year of our Lord, one thousand nine hundred and two, without the written consent of the firm's manager. Dated this 22nd day of October, 1902. (Here follow signatures.) Mr. Slade, on behalf of the defendant, submitted that there was no "contract of service" as defined by the Ordinance, nor was he a "servant" within the meaning of the said Ordinance. Mr. Slade also submitted a second point, that, inasmuch as the provisions of Section 7 have not been complied with, the case does not come within the Ordinance. I am of opinion that there was no "contract of service" to work personally for the firm. The defendant's position is that of a person who supplies labour, and there is no suggestion in the agreement that he should enter the firm. Amongst other classes defined in the Ordinance which cannot possibly apply to the present case there is also the following definition:—"Servant shall include any person being a mechanic, artificer, or other handicraftsman, engine-driver, or fireman." The point was raised as to whether the defendant could be regarded as an "artificer." In *Ingram v. Barnes* (7 B. & P. 115) it is laid down that the term "artificer" applies only to those who are actually and personally engaged or employed to do mechanical work (i.e. the like, and not to those taking contracts for labour to be done by others. He must contract for his own labour exclusively as distinguished from one who contracts to supply the result of the labour of others or of himself and others. Assuming for the purpose of argument that the position of the defendant is that of a "tailor," I am of opinion that he could not be included in the general words "of other handicraftsman," as these words are in my opinion *ejusdem generis* to the special words "mechanic" and "artificer." Where it appears that the class which it is sought to bring within the Act was known to the Legislature at the time the Act was passed, and that class is omitted, it must be supposed to have been omitted intentionally. It is impossible to suppose that so numerous and extensive a class as "tailors" would be referred to under general words if it was meant to be included. (See judgment of Blackburn, J., in *Quin v. Cleworth*, 4 B. & S. 934.) It is therefore unnecessary for me to give a decision on the second preliminary point raised. My finding is therefore for the defendant, and I order the summons to be dismissed.

At the Police Court this morning Mr. Hazeland had before him on the capital charge the keeper of an opium divan at Wing Fung Street, Wanchai, and his two sons who are alleged to have caused the death of a native in the Hongkong Company of the Submarine Miners. It seems that the deceased owed the prisoners four hundred cash, and as he would not pay, it is alleged he was assaulted and kicked. He was removed to the Government Civil Hospital and the prisoners were arrested and charged with assault, meanwhile the miner died from a ruptured spleen, and this morning the charge was amended to one of murder. The case was adjourned till the 23rd inst.

THE PLAGUE.

During the twenty-four hours ended at noon to-day 11 further cases of bubonic plague, making 1,164 since January 19th, were reported. For some reason or another the return gives the total number of cases notified to date as 1,160, which must surely be a mistake. Four of the cases, Nos. 1,128, 1,129, 1,131 and 1,132, reported from Station Street, Mongkok, a boat off Hunghom, the hills de la To Kwa Wan, and between Tai Kok Tsui and Fuk Tuen Heung, appear to be wrongly numbered as on Wednesday last these numbers referred to European cases, viz. 1 of no fixed abode, 1 from the *Dunlop*, the Central Police Station, and 39, Des Vieux Road West. It is evident, therefore, that the cases reported to date should be 1,164, not 1,160. It is satisfactory to note that the plague roll is growing smaller and free from European cases. The eleven cases reported to-day were Chinese, all of which have terminated fatally. In seven of the cases the bodies were reported as having been found. Another discrepancy is noticeable in our official plague returns. As given in the daily statistics the number of cases to the 6th June had totalled 1,050, whereas the weekly return gives the number for the period ending the same day as 1,051.

SHIPPING AND MAILS.

MAILS DUE.
American (*Nippon Maru*) to-morrow.
German (*Prussien*) 14th inst.
French (*Ernest Simon*) 14th inst.
Indian (*Sutong*) 16th inst.
Canadian (*Empress of India*) 16th inst.
American (*Siberia*) 20th inst.
Australian (*Taiwan*) 22nd inst.
American (*Coptic*) 1st prox.
Canadian (*Tartar*) 1st prox.

The A. A. Co.'s s.s. *Kish* will leave Manila 17th inst., and is expected here on or about 20th inst.

The C. P. R. Co.'s s.s. *Tartar* left Vancouver a.m. 9th inst., for Hongkong via the usual ports of Call.

The T. K. K. s.s. *Rosella Maru* left Ma 11 yesterday afternoon, and is expected here to-morrow at about 2 p.m.

The N. Y. K. s.s. *Saeki Maru* (European Line) left Singapore for this port on 11th inst., and is expected to arrive here on 16th inst.

The C. N. Co.'s s.s. *Taiyuan* from Australia Ports left Port Darwin 11th inst. for this port via Manila, and is expected to arrive here 22nd inst.

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DANGERS TO NAVIGATION.

The following communication was received through the courtesy of Mr. E. A. Hewitt, Superintendent of the P. & O. S. N. Co.:—
Peninsular & Oriental S. N. Co.,
s.s. *Ceylon*,
Hongkong, 11th June, 1903.

To the Superintendent,
P. & O. Co.

Dear Sir,—I have to report that, at 8.7 p.m. on the 9th inst. in Lat. 14° 10' N. Long. 112° 45' E. we passed a submerged wreck, with one mast, and rigging attached—standing upright, about 10 feet above the water.

This may probably be the same wreck that Capt. Owen of the s.s. *Dragonian* reported as having passed on the 30th March, 1902. It is directly in the track of ships using the main route between Singapore and Hongkong. Had we passed it in the daytime I would have stopped the ship, lowered a boat, and discovered what sort of vessel it was.

I am, Dear Sir,
Yours faithfully,
(Sd.) C. W. KENNETT,
Commander.

H.M.S. "GLORY"

EXPECTED TO BE DOCKED IN HONGKONG.

For some time past there has been much speculation in naval circles as to the probability of the big battleship H.M.S. *Glory* being docked in Hongkong. The mere fact of the flagship of Vice-Admiral Sir Cyprian Bridge going into dry dock here is nothing unusual in itself, since the Hongkong and Whampoa Dock Co. has had many a job done for the Admiralty. It is the extent of the work to be carried out on the *Glory* that has been subject of doubt whether it should be undertaken in Hongkong or at home. Our inquiries have failed to elicit any information as to the exact nature or extent of the refitting required by the battleship. It is, nevertheless, certain that work of more than an ordinary nature or extent is required on her, and it has been almost practically settled that it will be entrusted into the hands of the Dock officials in the Kowloon establishment. We understand that it was suggested that the work could only be done in a shipyard at home, and should the local Company secure the contract for the work which, in the opinion of some, on account of its nature and magnitude, can only be accomplished at home, it speaks much for the character and resourcefulness of the Hongkong Dock Co. The *Glory* is described as a first-class armoured battleship of 12,950 tons, and is a new craft having been launched in 1900. She left Hongkong for Japan on the 3rd April and is now in Northern waters.

ALLEGED MURDER AT WANCHAI.

At the Police Court this morning Mr. Hazeland had before him on the capital charge the keeper of an opium divan at Wing Fung Street, Wanchai, and his two sons who are alleged to have caused the death of a native in the Hongkong Company of the Submarine Miners. It seems that the deceased owed the prisoners four hundred cash, and as he would not pay, it is alleged he was assaulted and kicked. He was removed to the Government Civil Hospital and the prisoners were arrested and charged with assault, meanwhile the miner died from a ruptured spleen, and this morning the charge was amended to one of murder. The case was adjourned till the 23rd inst.

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TELEGRAMS.

(Reuters.)

Mr. Chamberlain's Fiscal Policy.

LONDON, 10th June.
In a debate on Mr. Chamberlain's amendment to the Finance Bill, Mr. Michael Hicks Beach declared that the scheme would rather disunite than unite the Empire and destroy the Unionist party. Mr. Ritchie said that he as a convicted free-trader was unable to support a policy which he believed to be detrimental to both England and the colonies; he justified the Corn tax in a time of emergency but thought it should be repealed when prospects were brighter. In regard to the Ministers who had spoken on the subject of preferential tariffs they had clearly stated that they spoke only for themselves and not for the Government. Mr. Chamberlain ascribed the situation to the incapacity of Mr. Ritchie and the inaction of the Cabinet. Mr. Balfour and Mr. Chamberlain were absent throughout the debate which was adjourned. The Times has reason to believe that Mr. Balfour will exercise his influence to preserve harmony in the Cabinet with the hope of postponing a dissolution until domestic reforms are passed.

LATER.

Mr. Chamberlain and Mr. Balfour were only absent at the less important part of the debate on Mr. Chamberlain's amendment. Sir Edward Grey said that the situation was intolerable and the Government having raised the issue were not entitled to hang it up. The debate continues.

France and Morocco.

The Finicians have tendered their absolute submission to the French.

(Kobe Herald.)

Russia in Mongolia.

Peking, 30th May.
A secret dispatch by the Government states that 200 Russian soldiers arrived at Uli and some other places in Mongolia from Tsi sin and are building barracks at these places, employing the natives. Chiefs of the districts called upon them to withdraw, but the Russians paid no attention to them.

(N. C. D. News.)

Mr. Chamberlain's Zollverein.

LONDON, 6th June.
Sir Henry Campbell-Bannerman, speaking at Perth, condemned Mr. Chamberlain's proposals as wanton and premature. We have tested Free Trade, he said, for fifty years, and every day has evoked fresh testimony to its blessings. Let the Government heed lest in its recklessness it should set the Empire ablaze and reduce its prosperity to ashes.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by correspondents in this column.)

A MYSTERIOUS PLAGUE PATIENT.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH".
DEAR SIR—The following narrative was related to me, and would prove interesting to many of your readers. Of course, I cannot say that the facts as stated are absolutely correct. They might or might not be so. This is the story:—

"A Chinese plague-patient was being removed to Kowloon a few days ago, accompanied by an Indian P. C. The latter happened to meet an old chum of his on the way, and thinking he had plenty of time to spare, opened a long conversation, in the mean while forgetting the patient. The two chums seeing this 'good chance' wheeled the ambulance to one side of the street, and made for the corner to have some refreshments. On returning to remove the patient to its destination, after about three-quarters of an hour rest, they discovered to their amazement that the patient was missing. What was the P. C. to do? Return and report the matter? I guess not! So 'Mr. Luckwell' determined not to get into trouble, but resolved at once to play the 'Peter pay for Paul' game and managed, somehow or other, to make one of the coolies, take the missing man's place, and so they wheeled him off to the Hospital. On arriving at their destination, the sham-patient was at once admitted, but no sooner was he admitted than the whole fact was given away, and this shocking affair brought to light."

If there is truth in the above, which I doubt, ought not some strong measures be adopted, to put a stop to all this nuisance, and reliable men employed? Up to date about 31 Europeans have contracted the disease, and yet the "S.A." are closing their eyes to the facts, instead of changing their present method of spreading the disease. For instance, if someone contracted the disease down Causeway Bay, are they to be carried from their residence, through all the traffic of Queen's Road, to Kennedy Town— which tends to spread the disease—or can you inform me what system the "S.A." have introduced, for dealing with such cases? Why are not junkies towed by launches engaged for this work? And as soon as a case of plague is discovered, have it taken to the nearest pier, and from there by water to Kennedy Town. When a patient dies, I presume the custom is to return the corpse. Is not that so? Why are not crematoriums put into use at Hongkong? Why are the bodies returned to their relatives? I endorse *Humanity's* and *Observer's* letters re the disinfection of gear, and have to confirm it by saying that very recently a case of plague occurred in Hollywood Road, and furniture of

ASK for ASAHI JAPANESE BEER—G. Girault.

difficult houses could be seen piled up on the side-walls, and our "independent sanitary coolies" at their washing operations. I noticed all their work, until they came to a plush sofa, but with all the "kow-tows" and "chir-chins" and begging of the tenant, not to wash the sofa with the fluid, the "unruly Government employee" paid no attention, but dipped his piece of cloth into the fluid and began scrubbing away. Is the sofa any good after the washing? Who are responsible for all breakages and damages done to the furniture? Does this system decrease the disease, or not? I hope the "S.A." will take this matter into consideration, and I have no doubt, if well taken in hand and the coolies, &c. well looked after and punished or fined for their misdoings, the plague will steadily decrease, and the celestial "may" report the cases of plague that occur. Let us take a lesson from mighty Macao. In dealing and treating the plague, they do little or nothing at all to stamp the disease out, and still plague does not inhabit Macao as it does Hongkong. How is that? I leave that to the "S.A." to find out.

Thanking you for the space,

Yours, &c.

DISHEARTENED.

Hongkong, June 11th.

CANTON NOTES.

(From Our Correspondent.)

CANTON, June 10th.
It is with extreme regret that your correspondent has to record the first case of plague on the Shamien. The unfortunate victim is Mr. Pasquet, junior, member of the French firm Messrs. Pasquet & Coy. The patient has been sick for a few days, but it was only this morning that the doctors diagnosed the case as that of plague. He was immediately moved into a house boat, which was then moved on the Fati shore opposite the settlement of Shamien. The patient left for Hongkong this afternoon, the house boat being towed by a launch, which it is proposed will go straight to Kennedy Town Hospital. It is generally understood that the dread disease was not actually contracted on Shamien, but probably when visiting Hongkong. Canton possesses an unfortunate reputation of being the source of many epidemic diseases, which now and again slightly invade Hongkong, but whether it is that we have no daily papers to give publicity to the cases we hear very little indeed of plague. Of course, there is not the slightest doubt it exists and is claiming many victims, but the various indications such as the business of coffin shops, etc., are not showing any unusual signs of activity.

AMERICAN FLEET AT CHEFOO.

All the American ships on the China station are gathered at Chefoo. By the 15th of this month it is expected, says the Shanghai Daily Press, that the naval manoeuvres under the direction of Fighting Bob Evans will be carried out. Three American cruisers and the battleship *Wisconsin* will be added to the fleet. Admiral Cooper with the flagship *Rainbow* has gone to Yokohama to meet the *Wisconsin*. He will transfer his flag to the battleship and proceed to Chefoo. Admiral Sterling who commanded the *Wisconsin* on her trip out will succeed Admiral Cooper on the *Rainbow*. As soon as the Chefoo demonstration is finished, Admiral Evans with the battleship *Kearsarge* will sail for America. The *Monadnock* and the navy cooller *Nathan* sailed for Chefoo on 7th inst. The *Pickens* is expected to leave immediately, while the *Metcalf* and the collier *Pemfey* will sail the latter part of the week.

PENANG AND HER COALING FACILITIES.

INTERESTING COMPARISONS.

Penang has been only just in time in endeavoring to afford greater harbour accommodation and more coaling facilities for ocean-going vessels. Her Dutch rival is slowly but steadily making progress in the competitive race of commerce. At Pulau Weh, the Dutch possess in Selang Bay one of the best natural harbours in the East. It is of wide extent, almost concealed from view as one approaches from the open sea, and protected from the swell of the Indian Ocean. There is a small dry-dock there now in working order, and a coal depot has been established for some time, and soon there will be accommodation sufficient to store at one time 25,000 tons of coal. Our German friends are quite alive to the importance of this island as a port of call, and it need be no surprise to the observer of political events, so connected now with the expansion of commerce, that the Germans tried to purchase the island from the Dutch, and that Russian steamers have already coaled there. British folk are neither resentful of the push of Germany nor do they grudge the Teutons the success, as they are foolishly inclined to imagine. Germany wants a coaling station of its own in these latitudes, and feels aggrieved that the coasts and harbours are now closed against her "mailed fist" by being under Dutch, British or French protection. Yet they have no cause to complain, at any rate in British possessions, for they are as free as any British subjects can be in the Straits Settlements to exercise their spirit of enterprise and their energy. Perhaps even they are more at their ease than in a German-ruled settlement. The British, however, must not carry their equanimity in the face of commercial rivalry and their apathy too far. John Bull, in Penang, as well as in England, must "wake up" and devote less time to sport and more to his business, and become filled with sufficient public spirit to take an interest in the general government and general improvement of the Colony.—*Straits Echo*.

ASK for ASAHI JAPANESE BEER—G. Girault.

THE ARRIVAL OF "BLACK FLAGS" AT CANTON.

(From Our Correspondent.)

CANTON, 10th June.
The officials of the China Merchants' Steam Navigation Company at this port have for the last two days been anxiously looking for the arrival of the s.s. *Towman* with the Viceroy's Black Flags on board. She came into the harbour a little after midday and several persons boarded her. I have heard complaints of troopers, but the sight aboard this ship was beyond description. The way these men must have travelled and the condition they were in on arrival was too much for me. The decks were indescribably filthy. The saloon was seized by the Chinese officers, and the Captain had been living and chowing on the bridge since he left Hankow. These troops are specially imported to quell the Kwangsi Rebellion and number just over 500. I was informed that this was only the first detachment and that during the month we shall see three further detachments, each of about the same number. These, combined with the troops already operating, may form a nucleus for a king and checking the rebellion for a time, but such a well-organized outbreak as we have in Kwangsi, the principle operators of which are just at present "laying low," will tax the new Viceroy's energies to their utmost.

THE TEA SEASON.

The commencement of business in Congou this year was unattended by any kind of excitement. The market for season 1902-1903 seemed to drift into life towards the end of last month and transactions have gradually increased in bulk as arrivals from the country were offered. Some of the up-country Soulongs are late in arriving, none of the well-known "name" chops having as yet come to hand, and this is causing some inconvenience in view of the *Glendish* closing on the 8th inst. and the German mail steamer *Stuttgart* on the 9th. The quality of the crop generally is pronounced as being fully "good average" and the leading chops from some districts above it. For these last, higher prices have been paid, notably for the choice Soomons and Chingwos, but otherwise the range is very much on last year's scale. Paklums, as an exception to general quality, are poor, but owing to scarcity have fetched high prices. The scarcity of these tea is caused by green tea buyers from Shanghai having secured all the best leaf grown in the district for the manufacture of green tea to be made here and sent to Shanghai for mixture or otherwise for shipment there. According to the tea men's report the first crop of Congou will be short of last year's supply. The export to date to Europe is 300,224 lbs. against 241,107 lbs. last year, carried by the *Malacca* and *Cebu* and coast steamers going South.—*Foochow Echo*.

MALARIA IN SELANGOR.

Dr. Travers, who signs the Medical Report on Selangor for 1902, notes a remarkable decrease in cases of malaria fevers treated in hospital there in that period. The total treated was 2,077, causing 174 deaths, against 5,455 cases with 322 deaths in 1901. The case mortality remained about the same, being 5.84 in 1902 and 5.91 in 1901. The comparative freedom from malaria was particularly noticeable at Port Swettenham and Klang. It is, in his opinion, quite possible that, during the year 1901, both Klang and Port Swettenham acted as a distributing centre from which malaria spread over the whole State. It is hoped that energetic measures in the direction of draining and levelling, such as were carried out with marked success at Port Swettenham and Klang, may be taken in hand in other parts of the State, so that eventually malaria may cease to be regarded as one of the principal causes of sickness.

AGRICULTURAL DEVELOPMENT

IN PERAK.

Commenting on the new Government scheme for importing Chinese agricultural labour into the country, the *Perak Pioneer* says:—
Dr. Leuring has been engaged as (is (Government's) Agent for the formation of an agricultural colony of Chinese labourers to be settled on Government land. It is proposed to import 4,000 Chinese coolies for the purpose; and 300 men are to be recruited immediately from the famine-stricken districts in China as a first instalment to begin with. The terms offered to the prospective emigrants are liberal, including free passage to Perak and subsistence for a period of six months and they are to be supplied with implements and water buffaloes and five years' time is to be given them to pay for these. As the experiment is entrusted to capable hands, and care will be taken to select only men of good character and skilled in agriculture, the enterprise has every chance of success. Drought, the most formidable foe of the agriculturist, is unknown in the land. It might be that the successful putting through of this scheme may prove the harbinger of the founding of agricultural colonies on a large scale not only in Perak, but in the other States which are more sparsely populated. The readiness of the Chinese working classes to emigrate from their overcrowded country is so great that they brave every difficulty in their efforts to land and to smuggle themselves into forbidden countries. But the British Crown Colonies and dependencies are fully thrown open for their advent. It will therefore be surprising if they do not largely avail themselves of the facilities offered them to settle in Perak as agriculturists. The Chinaman has invariably proved himself a hard-working labourer and a clever artisan wherever he went. If he displays a similar aptitude in an agricultural calling as well, the present colonising effort of Government is bound to prove a great success.

ASK for ASAHI JAPANESE BEER—G. Girault.

A FAILURE OF JUSTICE.

The N. C. D. News of 8th inst prints the following as an editorial:—

On the 13th of March last the British schooner *Ronita* was lying at anchor close to the Kiu-on light-vessel, in the Yangtze, when she was run down by the Japanese steamer *Koya Maru*, which was coming in from Chusan. The schooner sank almost immediately, and the pilots on board and native crew barely escaped with their lives. As far as is known, the accident was the result of gross and criminal carelessness on the part of the steamer, and there is no doubt that had the *Koya Maru* belonged to a company of any standing, such as the Nippon Yusen Kaisha or the Osaka Shosen Kaisha, the matter would long since have been settled to the satisfaction of the Pilot Association to whom the steamer belongs; it is not improbable on the other hand that a settlement would have been arrived at by this time had the schooner been flying the American or the German flag; as it is all the efforts of the pilots to obtain redress have been in vain. It should be said, in justice to Mr. Odagiri, the Japanese Consul-General here, that he has done his best to persuade the steamer company to consent to put the matter to arbitration, but without success; and at last the Pilot Association took its claim into the Japanese Court, with the result that, as already announced, its petition was rejected and it was condemned in the costs of the case.

This flagrant failure of justice is explained in the official translation, which will be found in another column, of the finding of the Japanese Consul-General. The Pilot Association, as is usually done, sued the recognised agent here of the company owning the *Koya Maru*; but this gentleman, according to the judgment though he "is the head of the Shanghai Agency of the Nihon Shosen Kaishiki Kaisha," has not been entrusted with power to enter into litigation in this case, and he has no capacity to do any legal act on behalf of the Company. Therefore this case was instituted upon a mistaken representation of the defendant in the petition. Surely then it is the duty of the Japanese Consul-General to refuse to give any papers to the *Koya Maru* until it has a properly qualified agent here. The *Koya Maru* in the meantime is somewhat in the position of a pirate; it can run down other vessels with impunity, protected by the fact that the Japanese Consul-General has, by his own statement, no jurisdiction over it. There is no dispute about the facts; here is a steamer so navigated as to be a constant danger to shipping generally, and it is nobody's business to arrest it. The Japanese Consul-General pleads a *non possumus*; the British authorities, though the victim was under the British flag, make no movement, and the Chinese authorities are equally inert.

It may be said that this is one of the inevitable consequences of the existence of extrajurisdiction in China; but it is quite within the power of the Japanese Consul-General to refuse its papers to the *Koya Maru* until its owners are properly represented here. Suppose the *Koya Maru* runs down a Chinese junk? Will the Customs here acquiesce in the steamer's getting off scot-free, or will they advise the unfortunate junk-owner to go to Tokio with his witnesses, and take the chances of the Japanese Courts there? The position is an impossible one, and if the Japanese Consul-General cannot nerve himself to arrest the steamer, we hope the British Consul will at once take steps to see that justice is done to the Pilot Association, whose vessels fly the British flag, and put a stop to this nonsensical idea, that the *Koya Maru* can do as she likes because her owners are domiciled within the jurisdiction of the Japanese Consul-General.

IGNORANCE NO EXCUSE.

SHIPMASTER'S NOTE.

The High Court of Justice at Batavia has just given a judgment of importance to shipmasters. The facts of the case in short are that Captain G. W. Hunter of the British ship *Kian An* arrived at Jambi on the 23rd July, 1901. The customs officers found bags and a keg in the coal bunkers containing a kind of gunpowder the importation of which into Netherlands India is forbidden. Neither the master, nor the crew, nor the passengers on board knew anything of this gunpowder. The owner remained unknown. Proceedings were then taken against the master for importing the gunpowder without a permit, and for not truthfully filling up the report form supplied to him by the labour-master on arrival; and also because, to the question: "Whether there is any gunpowder, dynamite, or other explosive ammunition or fireworks on board in quantities of fifty kilograms and, if so, which kinds and how packed?" he had answered "none." The lower court before which the master had to answer these charges acquitted him on the ground that, first, the mere having the stuff on board did not constitute its importation; second, that the master could not be held responsible for goods put on board without his knowledge or consent; and, thirdly, because there was no proof that, in filling the form, the master knew that the gunpowder was on board. The public prosecutor appealed to the High Court. The latter upheld the acquittal in the count of importing the gunpowder, but quashed the remainder of the judgment. The High Court held, instead, that, although the master did not know that the gunpowder was on board, this did not do away with the fact that he should be held answerable because he ought to have known and should have known that it was on board if he had looked better after the loading of the vessel, and if he had been watchful during the voyage to Jambi. Captain Hunter was, upon this found guilty of falsely filling in the form, and was sentenced to pay a fine of one hundred guilders.

ASK for ASAHI JAPANESE BEER—G. Girault.

THE "DEUTSCHLAND" AGROUND.

GREAT DAMAGE THREATENED.

A wire to the *Cablenews*, dated New York, June 6, says: The giant ocean liner, the *Deutschland*, belonging to the North German Lloyd, ran aground off Sandy Hook to-day. The sea is heavy and it is feared that the huge ship will be badly damaged before she can be floated. The *Deutschland* is the company's largest ship and holds a record for ocean travel. The grounding was due in part to the roughness of the sea prevailing and the size of the enormous craft, so far as can be learned.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

The following are to-day's closing quotations:—
Banks \$685, L'don 603
Nations 28 b.
Unions 500 b.
Cantons 1772 b.
Hongkong 332 1/2
China 37 1/2
H.K. & M. Steamships 100 b.
India 26 b.
China 41 b.
Shells 2,500 b.
China \$107 s.
Luzons 10 b.
Punions 2,800 s.
Raubis 8,750 b.
Docks 215 s.
Wharves 91 s.
Lands 168 s.
Hotels 181 b.
Orientes 30 b.
Telegrams 25 s.
Electric 134 s.
Fenwick 47 s.
China 975 s.
Watkins 7,500 s.
China Light and Powers 600 b.

TO-DAY'S EXCHANGE.
ON LONDON, Telegraphic Transfer 1/8
Bank Bills, on demand 1/8 1/16
Credits, 4 months' sight 1/8 1/2
D'ments 4 months' sight 1/8 1/2
ON BERLIN, (demand) M. 1/71
ON PARIS, Bank Bills, on demand 2 to
Credits, 4 months' sight 2 1/2
ON NEW YORK, Bank Bills, on demand 40 1/2
Credits, 30 days' sight 41
ON BOMBAY, Telegraphic Transfer 124 1/2
On demand 125
ON SHANGHAI, Telegraphic Transfer 71 1/2
Private 30 days' sight nom.
ON YOKOHAMA, T.T. \$11
Sovereigns, Bank's Buying Rate \$11 88
Gold Leaf 100 touch, per tael 61 7/8
Bar Silver 24 3 1/16

OPUM QUOTATIONS.
To-day's quotations are as follows:—
M-LWA NEW No sales
LAST YEAR 1,000
OLDEST 1,000/1,100
PATNA NEW 1,042 1/2
OLD 1,010
BENARES NEW 1,052 1/2
OLD 1,032 1/2
PERSIAN (PAPER) No sales

To-day's Advertisements.

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW VOYK VIA THE SUEZ CANAL.
THE Company's Steamship.

"ARARA"
Captain Williamson, will be despatched on THURSDAY, the 18th instant, to be followed by the Steamship "VERONA"
Captain J. Hansen, on or about WEDNESDAY, the 15th July.
For Freight, &c., apply to SHEWAN, TOMES & Co., General Agents.
Hongkong, 12th June, 1903. [482r]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.
(With Liberty to call at PHILIPPINE PORTS.)
PROPOSED SAILINGS FROM HONGKONG

1903.
"CHARLES TIBERGHEN" ... 24th June.
"MACDUFF" ... 15th July.
"SAINT BEDE" ... 15th July.
For Freight and further information, apply to
DODWELL & Co., LIMITED,
Agents.
Hongkong 12th June, 1903. [339d]

A RECOMMENDATION.

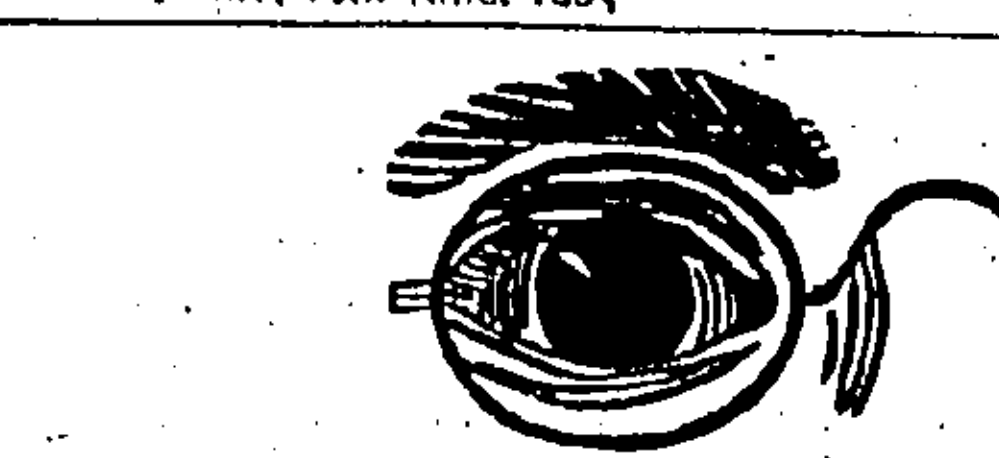
INTENDING Purchasers of CHINESE-MADE GOLD and SILVER WARES, IVORY and SANDALWOOD CARVINGS, and SILK EMBROIDERY must not omit an opportunity of visiting the Premises of the

WA HING LOONG STORE

At No. 55, Queen's Road Central, HONGKONG, CHINA.

There you will find all sorts of articles tastefully made by the best Chinese workmen and sold at the lowest prices; gold wares guaranteed 18 carats, and silver wares 90 per cent. touch. One of their recent masterpieces of art is a silver tree with a flock of birds of different species on and in all conceivable perches. It is designed to be the miniature of a Chinese aviary. It is a work of art unsurpassed by any former make of its kind, and is exceedingly true to nature. It is indeed worth a visit.

Hongkong, 12th June, 1903. TONG CHUNG KEE. [690c]



THE HISTORY

Of impaired and lost eyesight, cataracts and other diseased conditions of the eyes is generally associated with delay in getting first glasses, cheap spectacles, tramp spec, bungling of incompetents and the indiscriminate wearing of others' discarded glasses.

ONLY ONE PAIR OF EYES

To last a life time. Keep them healthy and enjoy comfortable and perfect vision to the greatest age by getting your glasses fitted by

N. LAZARUS,

OPHTHALMIC OPTICIAN,

OF LONDON AND CALCUTTA.

Consulting Room: No. 16, Queen's Road Central.

Entrance through Mr. R. Houghton's Tailoring Establishment, nearly opposite Hongkong Hotel.

To-day's Advertisements.

HONGKONG RIFLE ASSOCIATION.

THE LONG RANGE CUP AND SPOONS.

THERE will be a COMPETITION as above TO-MORROW, the 13th instant, commencing at 3 P.M. RANGES—700 and 800 yards. Ten Shots and a Sighter at each Range. MOWBRAY S. NORTHCOTE, Hon. Secretary.

Hongkong, 12th June, 1903. [45]

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES."

Captain Robson, will be despatched for the above Port, TO-MORROW, the 13th instant, at 2 P.M.

For Freight or Passage apply to DOUGLAS, LAFAIK & CO., General Managers.

Hongkong, 12th June, 1903. [685c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).

Sailing at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

(Faking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"VINDOBONA."

Captain Cobil, will be despatched as above on FRIDAY, the 26th instant, P.M.

For Information as to Passage and Freight apply to SANDER, WIELER & Co., Agents.

Hongkong, 12th June, 1903. [597c]

THE POPULAR SCOTCH IS "BLACK & WHITE"

JAMES BUCHANAN & CO. SCOTCH WHISKY DISTILLERS By Appointment to H. M. THE KING and HRH. the PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & CO., Queen's Road Central. [645c]

A RECOMMENDATION.

INTENDING Purchasers of CHINESE-MADE GOLD and SILVER WARES, IVORY and SANDALWOOD CARVINGS, and SILK EMBROIDERY must not omit an opportunity of visiting the Premises of the

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Hongkong, 12th June, 1903. TONG CHUNG KEE. [690c]

Shipping.

Arrivals.
Ceylon, Br. s.s., 2,637, Bessel, 11th June, London and May, and Singapore 6th June, Gen.—P. & O. S. N. Co.
Sado Maru, Jap. s.s., 3,356, Parsons, 11th June, Yokohama via Kobe and Shanghai 8th June, Gen.—N. Y. K.
Hongsang, Br. s.s., 1,359, Hay, 11th June, Samarang and Java Ports 3rd June, Sugar, J., M. & Co.

Wuchang, Br. s.s., 801, Somerville, 12th June, Manila 9th June, Ballast.—B. & S. Sullberg, Ger. s.s., 781, Meyer, 11th June, Amoy 10th June, Ballast.—H. A. L.
Yuslum, Ch. s.s., 1,079, Thomson, 12th June, Canton 11th June, Gen.—C. M. S. N. Co.
Woonung, Br. s.s., 1,109, Dawson, 12th June, Canton 11th June, Gen.—B. & S.
Bankoku Maru, Jap. s.s., 1,450, Morita, 12th June, Shanghai 8th June, Rice.—Order.
Chiyo Maru, Jap. s.s., 1,082, Kitaka, 12th June, Canton 12th June, Gen.—Kwong Man Wo.

Kana, Swed. s.s., 697, Peterson, 12th June, Canton 12th June, Gen.—S. W. & Co.
Ressja, Rus. s.s., 1,306, Steins, 12th June, Canton 12th June, Gen.—E. A. T. Co.
An Phu, Br. s.s., 966, Kynoch, 12th June, Saigon 8th June, Rice and Gen.—B. & S.
Anping Maru, Jap. s.s., 1,154, Goto, 12th June, Fochow 9th June, Gen.—O. S. K.
Carl Frederiksen, Ger. s.s., 774, Schliker, 12th June, Hoihow 11th June, Gen.—J. & Co.
Friglay, Aust. s.s., 678, Friedrich, 12th June, Wuhu 6th June, Rice.—Order.

Clearances at the Harbour Office.

Le Rhone, for Canton, 12th June, 12.00.
Chilong, for Canton, 12th June, 12.00.
Zafro, for Manila, 12th June, 12.00.
Loongang, for Manila, 12th June, 12.00.
Bankoku Maru, for Canton, 12th June, 12.00.
Yokohama, for Kobe, 12th June, 12.00.
Chiyo Maru, for West River, 12th June, 12.00.
Wuchang, for Macao, 12th June, 12.00.
Chiyo Maru, for Chinkiang, 12th June, 12.00.
Huron, for Moji, 12th June, 12.00.
Triglan, for Canton, 12th June, 12.00.

Departures.

June 12.
Duigi Maru, for Swatow, 12th June, 12.00.
Tyr, for Hongkong, 12th June, 12.00.
Kingpo, for Canton, 12th June, 12.00.
Canton, for Canton, 12th June, 12.00.
Loongang, for Manila, 12th June, 12.00.
Frithjof, for Haiphong, 12th June, 12.00.
Bombay, for Singapore, 12th June, 12.00.

Per Hoop, from Canton—Mr. Oekgen.
Per Ceylon, for Hongkong from London—Major and Mrs. I. W. Ormiston, Staff Paymaster A. Wilson, Art. Lieut. J. A. Rogers, Sub-Lieut. P. R. Stevens, Mr. D. Tylecot, and Sub-Lieut. J. B. Puhblank. From Singapore—Mr. C. W. Hayward, and 233 Chinese. From London for Shanghai—Mr. J. T. Tyack.

Per Sado Maru, from Japan for Hongkong—Mrs. A. L. Cracker, Misses Seconbe, S. Knight, G. Knight, Messrs. H. F. Christie, W. F. Reone, N. W. Cameron, T. O. Rinker, Geo. B. Hedger, Chas. F. Lamm, G. Kumabe, Miss Nelson, Messrs. Thomas Baras, Jose C. Javen, Henry E. Neibert, Sam Tok, Chin Fao, Chan Way Fao, Chan Chou, Leon Fan, and Master Cayer. For London—Dr. A. For Marcellis—Messrs. I. J. Fiquelred, F. S. Sanders, N. Nishiyama, M. Sugiyama, A. Tsutsumi, S. Nakada and T. Idaki. For London—Mr. W. M. Hick, Mrs. Jonas, Master and Miss Jonas, Mrs. O. Fugden and 3 children, Master Ambrose, Mrs. and Miss Middleton and 3 children, Messrs. M. Nagai and T. A. M. Castle. For Singapore—Mr. Valentien-Henson.
Per Carl Diederichsen, from Hoihow—73 Chinese.
Per Anping Maru, from Coast Ports—147 Chinese.

Passengers departed.

Per Loongang, for Manila—Messrs. Alberto Sisi, Carl M. Moore, Professor Grossi, Madame Grossi, Messrs. Miguel Medina, Joe Fischer, G. L. Spalding, T. O. Rinker, Isaac D. Wall, W. D. Hobbs, Henry E. Niebert, Chiu Kwai Jun Shen, Wong Yip Koon, Co Quia, Ong Chon and Tang Kam Loong.

Shipping Reports.

Str. Wuchang from Manila—Light to moderate winds, and fine weather throughout.

Str. Hongsang from Java—Light variable winds, smooth sea, and fine weather throughout.

Str. An Phu from Saigon—There to Pacific light S.E. wind, and smooth sea, thence to port light S. to S.W. wind, smooth sea, and fine weather.

Steamers Expected.

Vessels	From	Agents	Due
Nippon Maru	Shanghai	P. M. Co.	June 13
Sungkiang	Manila	B. & S.	June 13
Rosetta Maru	Manila	T. K. K.	June 13
Ernest Simons	Saigon	M. & Co.	June 14
Presau	Singapore	M. & Co.	June 14
Bervenue	Singapore	G. L. & Co.	June 14
Bombay Maru	Japan	S. W. & Co.	June 14
Moravia	Moji	S. W. & Co.	June 14
Ambria	Singapore	C. F. R. Co.	June 15
Empress of India	Singapore	J. M. & Co.	June 15
Sakura Maru	Japan	N. Y. K.	June 15
Sanuki Maru	Singapore	P. M. Co.	June 15
Siberia	Japan	P. M. Co.	June 15
Kiah	Singapore	S. T. & Co.	June 20
Taiyuan	P. Darwin	B. & S.	June 22
Coptic	San Francisco	P. M. Co.	July 1
Tartar	Vancouver	G. P. R. Co.	July 1
Indravelli	Portland	P. & A. Co.	July 7

Hongkong & Whampoa Dock Returns.	Vessels	From	Agents	Due
Tayabas	"	"	"	"
Taichong	"	"	"	"
Dharwar	"	"	"	"
Clavering	"	"	"	"
Montanes	"	"	"	"
Canton River	"	"	"	"
San Joaquin	"	"	"	"
Saphir	"	"	"	"
Doric	"	"	"	"

Ships Passed The Canal.

Outward—8th May—*Nadenia*. 11th May—*Benvenue*, Kith. 16th May—*Ernest Simons*, Teekai, Dunbar, Telemachus, Valdemar. 19th May—*Ambria*, 22nd May—*Prometheus*, Tang-shing, Sanuki Maru. 27th May—*Wurzburg*, Biedel, Preussen, Vienna, Lena. 2nd June—*Ranca*, Hambro, Horsley, Marguis Menelaus, Bacquehem, Japan. 5th June—*Hakut Maru*, Polyanesien, Tydeus. 9th June—*Benvenue*, Glengyle, Khalif, Mogul, Sambia, Salsuma, Adama.

Homeward—30th May—*Stentor*. 2nd June—*Socotra*, Freiburg. 9th June—*Bayern*, Serbia. Amoy 10th June, Ballast.—H. A. L.
Arrivals at Home—2nd June—*Inaba Maru*, Varra. 5th June—*Nippon*, Sencen, Ercherzog, Hilschi Maru, Franz Ferdinand, Konigsberg, Pinguy.

Vessels in Port.

STEAMERS.
Doric, Br. s.s., 4,075, Smith, 8th June, San Francisco 8th May, via Honolulu 15th, Yokohama 27th, Kobe 28th, Nagasaki 30th, and Manila 6th June, Mails and Gen.—O. & O. S. N. Co.
Elita, Nossack, Ger. s.s., 1,161, Bruher, 9th June, Canton 8th June, Gen.—Kwong Man Wo.
Gregory Apsar, Br. s.s., 2,404, Offlent, 8th June, Calcutta 23rd May, and Singapore 2nd June, Gen.—D. S. & Co. Ld.
Hans, Ger. s.s., 1,202, Weidlich, 5th June, Canton 5th June, Gen.—E. A. T. Co.
Hoihow, Fr. s.s., 509, Merlees, 8th June, Haiphong and Hoihow 7th June, Gen.—A. R. M.
Hongkong, Fr. s.s., 750, Suzumi, 11th June, Haiphong and Hoihow 10th June, Gen. and Pigs.—A. R. M.
Hong Moh, Br. s.s., 2,555, Inch, 19th May, Penang and Singapore 11th May, Gen.—Joo Teck Seng.
Huron, Br. s.s., 1,089, Walsh, 11th June, Moji 4th June, Coals.—M. B. R.
Indrasamha, Br. s.s., 2,566, Craven, 5th June, Portland, Or. via Ports 3rd May, Gen.—Allan Cameron.
Kaner, Swed. s.s., 697, Peterson, 6th June, Canton 5th June, Gen.—S. W. & Co.
Kengwai, Ger. s.s., 1,115, Molleremann, 11th June, Bangkok 5th June, Wood and Rice.—B. & S.
Kohsichang, Ger. s.s., 1,202, Spiesen, 10th June, Kohsichang 3rd June, Rice and Wood.—B. & S.
Marie, Swed. s.s., 1,003, Johnson, 31st May, Hamburg 3rd Apr., and Port Said 23rd, Gen.—Order.
Manban, Am. s.s., 790, Arano, 6th June, Manila 3rd June, Ballast.—A. R. M.
Mongkut, Ger. s.s., 806, Gotsche, 8th June, Bangkok 1st June, Rice and Teakwood.—B. & S.
Nanyang, Ger. s.s., 1,200, Bass, 5th June, Manila 2nd June, Ballast.—E. A. T. Co.
Petach, Ger. s.s., 1,251, Ahrens, 1st June, Wuhu 25th May, Rice.—S. W. & Co.
Pompey, Am. s.s., 1,200, Range, 28th May, Manila, P.I. 25th May, Ballast.—U. S. Government.
Progress, Ger. s.s., 687, Bremer, 9th June, Tourane 6th June, Gen.—S. & Co.
Quang Nam, Fr. s.s., 710, Martini, 10th June, Saigon 8th June, Rice.—B. & Co.
Rohila Maru, Jap. s.s., 2,399, Bishop, 9th June, Manila 6th June, Gen.—T. K. K.
San Joaquin, Am. s.s., 237, Galder, 25th Apr., from Apur, Ballast.—Order.
Saga, Nor. s.s., 609, Nalving, 9th June, Bangkok 2nd June, Rice and Teakwood.—J. M. & Co.
Saphir, Nor. s.s., 854, Egerland, 6th June, Canton 5th June, Gen.—Kwong Man Wo.
Seislad, Nor. s.s., 672, Larsen, 7th June, Canton 7th June, Coals.—C. & Co.
Shinano Maru, Jap. s.s., 3,980, Thompson, 2nd June, Seattle via Ports 2nd May, Gen.—N. Y. K.
Sishan, Br. s.s., 845, Jones, 9th June, Saigon 4th June, Rice and Mail.—B. & Co.
Taicheng, Ger. s.s., 828, Wieblich, 29th May, Saigon 25th May, Rice-flour and Paddy.—Meyer & Co.
Thales, Br. s.s., 820, Robson, 10th June, Fochow 7th June, Amoy 8th, and Swatow 9th, Gen.—D. I. & Co.
Tientsin, Br. s.s., 1,227, Gibbs, 11th June, Canton 10th June, Gen.—B. & S.
Tsurugisan Maru, Jap. s.s., 2,560, Namasaki, 4th June, Kutzu, (Japan) 29th May, Coal and Coke.—M. B. R.
Ulabrand, Ger. s.s., 1,260, Andersen, 3rd June, Moji 28th May, Coal.—C. & Co.
Victoria, Swed. s.s., 983, Hermanson, 10th June, Saigon 6th June, Rice and Gen.—E. A. T. Co.
Zafro, Br. s.s., 1,611, Rodger, 8th June, Manila 6th June, Hemp and Gen.—S. T. & Co.

STEAMERS.

Doric, Br. s.s., 4,075, Smith, 8th June, San Francisco 8th May, via Honolulu 15th, Yokohama 27th, Kobe 28th, Nagasaki 30th, and Manila 6th June, Mails and Gen.—O. & O. S. N. Co.
Elita, Nossack, Ger. s.s., 1,161, Bruher, 9th June, Canton 8th June, Gen.—Kwong Man Wo.
Gregory Apsar, Br. s.s., 2,404, Offlent, 8th June, Calcutta 23rd May, and Singapore 2nd June, Gen.—D. S. & Co. Ld.
Hans, Ger. s.s., 1,202, Weidlich, 5th June, Canton 5th June, Gen.—E. A. T. Co.
Hoihow, Fr. s.s., 509, Merlees, 8th June, Haiphong and Hoihow 7th June, Gen.—A. R. M.
Hongkong, Fr. s.s., 750, Suzumi, 11th June, Haiphong and Hoihow 10th June, Gen. and Pigs.—A. R. M.
Hong Moh, Br. s.s., 2,555, Inch, 19th May, Penang and Singapore 11th May, Gen.—Joo Teck Seng.
Huron, Br. s.s., 1,089, Walsh, 11th June, Moji 4th June, Coals.—M. B. R.
Indrasamha, Br. s.s., 2,566, Craven, 5th June, Portland, Or. via Ports 3rd May, Gen.—Allan Cameron.
Kaner, Swed. s.s., 697, Peterson, 6th June, Canton 5th June, Gen.—S. W. & Co.
Kengwai, Ger. s.s., 1,115, Molleremann, 11th June, Bangkok 5th June, Wood and Rice.—B. & S.
Kohsichang, Ger. s.s., 1,202, Spiesen, 10th June, Kohsichang 3rd June, Rice and Wood.—B. & S.
Marie, Swed. s.s., 1,003, Johnson, 31st May, Hamburg 3rd Apr., and Port Said 23rd, Gen.—Order.
Manban, Am. s.s., 790, Arano, 6th June, Manila 3rd June, Ballast.—A. R. M.
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Progress, Ger. s.s., 687, Bremer, 9th June, Tourane 6th June, Gen.—S. & Co.
Quang Nam, Fr. s.s., 710, Martini, 10th June, Saigon 8th June, Rice.—B. & Co.
Rohila Maru, Jap. s.s., 2,399, Bishop, 9th June, Manila 6th June, Gen.—T. K. K.
San Joaquin, Am. s.s., 237, Galder, 25th Apr., from Apur, Ballast.—Order.
Saga, Nor. s.s., 609, Nalving, 9th June, Bangkok 2nd June, Rice and Teakwood.—J. M. & Co.
Saphir, Nor. s.s., 854, Egerland, 6th June, Canton 5th June, Gen.—Kwong Man Wo.
Seislad, Nor. s.s., 672, Larsen, 7th June, Canton 7th June, Coals.—C. & Co.
Shinano Maru, Jap. s.s., 3,980, Thompson, 2nd June, Seattle via Ports 2nd May, Gen.—N. Y. K.
Sishan, Br. s.s., 845, Jones, 9th June, Saigon 4th June, Rice and Mail.—B. & Co.
Taicheng, Ger. s.s., 828, Wieblich, 29th May, Saigon 25th May, Rice-flour and Paddy.—Meyer & Co.
Thales, Br. s.s., 820, Robson, 10th June, Fochow 7th June, Amoy 8th, and Swatow 9th, Gen.—D. I. & Co.
Tientsin, Br. s.s., 1,227, Gibbs, 11th June, Canton 10th June, Gen.—B. & S.
Tsurugisan Maru, Jap. s.s., 2,560, Namasaki, 4th June, Kutzu, (Japan) 29th May, Coal and Coke.—M. B. R.
Ulabrand, Ger. s.s., 1,260, Andersen, 3rd June, Moji 28th May, Coal.—C. & Co.
Victoria, Swed. s.s., 983, Hermanson, 10th June, Saigon 6th June, Rice and Gen.—E. A. T. Co.
Zafro, Br. s.s., 1,611, Rodger, 8th June, Manila 6th June, Hemp and Gen.—S. T. & Co.

SAILING VESSELS.

Alice, Ger. b.q., 2,062, Reimers, 27th May, New York 28th Dec, Oil.—S. O. Co.
Columbia, Am. sch., 772, Sprague, 27th Mar., B. & S.
Connabate Richmond, Fr. b.q., 1,732, Rault, 5th June, New York 1st Dec, Kerosine.—N. O. Co.
Dharwar, Swed. b.q., 1,270, Larsson, 11th Apr., Fremantle 13th Dec, Sandalwood.—J. M. & Co.
Grosvenor, Br. b.q., 516, Boga, 14th June, Mauritius 15th Jan, Sugar.—A. & Co.
Kentmere, Br. 4-masted b.q., 2,437, Burch, 27th Apr., Shanghai 20th Apr., Ballast.—S. O. Co.
Omega, Br. b.q., 480, Swenson, 18th May, Singapore, Timber.—Order.
Pierre Antoine, Fr. b.q., 1,740, Reteigne, 1st Apr., New York 3rd Oct., Oil.—Order.
Prince Albert, Norw. ship, 1,498, Hansen, 10th June, Fremantle 25th Apr., Sandalwood.—Gillman & Co.

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Macao—*Per Wingchat*, 14th inst, 9 A.M.
Nantao—*Per Taike*, 14th inst, 9 A.M.
Canton—*Per Fowan*, 14th inst, 9 A.M.
Macao—*Per Hwangshan*, 15th inst, 1.15 P.M.
Amoy, Famarang and Sourabaya—*Per Yun-nan*, 15th inst, 4 P.M.
Kunchuk and Samshui—*Per Cheongkong*, 15th inst, 4 P.M.
Rangoon, India, via Tuticorin—*Per Ocean*, 15th inst, 5 P.M.
Singapore, Penang and Calcutta—*Per Gregory Apsar*, 16th inst, 10 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—*Per Doric*, 16th inst, 11 A.M.
Shanghai, Moji, Kobe, Yokohama, Victoria and Seattle—*Per Shinano Maru*, 16th inst, 3 P.M.
Cebu and Iloilo—*Per Wuchang*, 16th inst, 3 P.M.
Straits and Rangoon—*Per Moravia*, 17th inst, 1 P.M.
Manila—*Per Sungkian*, 17th inst, 3 P.M.
Tientsin—*Per Kwangyang*, 18th inst, 4 P.M.
Europe, India, via Tuticorin—*Per Chusan*, 20th inst, 11 A.M.
Kunchuk and Samshui—*Per Tungkong*, 21st inst, 4 P.M.
Moji, Kobe, Yokohama, Victoria (B.C.), and Tacoma—*Per Olympia*, 24th inst, 10 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—*Per Empress of India*, 24th inst, 11 A.M.
Moji, Kobe, Yokohama, Victoria (B.C.), and Tacoma—*Per Trenton*, 30th inst, 11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—*Per Empress of Japan*, 15th July, 11 A.M.

Shanghai, Moji, Kobe, Yokohama, Victoria and Seattle—*Per Shinano Maru*, 16th inst, 3 P.M.
Cebu and Iloilo—*Per Wuchang*, 16th inst, 3 P.M.
Straits and Rangoon—*Per Moravia*, 17th inst, 1 P.M.
Manila—*Per Sungkian*, 17th inst, 3 P.M.
Tientsin—*Per Kwangyang*, 18th inst, 4 P.M.
Europe, India, via Tuticorin—*Per Chusan*, 20th inst, 11 A.M.
Kunchuk and Samshui—*Per Tungkong*, 21st inst, 4 P.M.
Moji, Kobe, Yokohama, Victoria (B.C.), and Tacoma—*Per Olympia*, 24th inst, 10 A.M.

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